

the every day struggle against capitalism; its ultimate purpose is revolutionary, implying the necessity of ending the capitalist state. Industrial unionism is a factor in the final mass action for the conquest of power as it will constitute the basis for the industrial administration of the Communist commonwealth.

"Bulwark of Capitalism."
The Communist party recognizes that the American Federation of Labor is reactionary and a bulwark of capitalism. "Councils of workers shall be organized in the shop as circumstances allow for the purpose of carrying on the industrial union struggle in the old unions, mobilizing the militant element; these councils to be unified in a central council wherever possible."

"It shall be a major task of the Communist party to organize for the construction of a general industrial union organization embracing the I. W. W., U. I. U., Independent and Seafarers Union, militant unions of the American Federation of Labor and the unorganized workers on the basis of the revolutionary class struggle."

"In line with that programme," Mr. Palmer said, "the radicals, some of whom are named and some of whom are not, began to lay plans for what is happening now."

"Lists of all railroad men who were members of the Communist Labor and Communist parties were sought by Foster and his associates, and names of one railroad men opposed to political management of the brotherhoods were also collected. Meetings were held in the Continental Hotel in New York, Greenville Hotel in Chicago, Park Avenue Hotel in New York and other places, at which the plans were laid."

"The basic agitation of these leaders was the destruction of the railroad brotherhoods, the removal of their leaders and the one big union. At first it was intended that the I. W. W. should not publicly figure in the strike, but Grunau in Chicago deviated from the original plans and allowed the men to split the strikers into four separate organizations. This caused some dissension, which has resulted in the movement for the railroad workers' one big union. Grunau had gone too far with the four organizations to turn back, and the only way the one big union could be put over was through the railroad strikers, who would be urged to strike under the one big union banner and then force Grunau's organizations to follow suit, reorganize and make it the one big union. "It was realized that the I. W. W. could not make headway because of prejudice or fear of the three letters; and the fact that the men would not warm up to the organization. However, the railroad workers' big union was decided upon as a cover for the I. W. W. One Glasgow replied Grunau."

Revealed by Captured Letter.
Another of the documents was a paper, an appeal to the Communist party of America from G. Zinoviev, as president of the executive committee of the Communist International. It was written from

a courier captured en route to the United States March 1, and was as follows:

"The party must take into account the every day struggle against capitalism. The stage of verbal propaganda and agitation has been left behind; the time for decisive battle has arrived. The most important task confronting the American Communist at the present moment is to draw the wide proletarian masses into the path of the revolutionary struggle. The party must have for its goal the dissolution of the American Federation of Labor and other unions associated with it and must strive to establish the closest connection with the I. W. W., the One Big Union and the U. I. U. The party must support the formation of factory workers' committees in factories, thus serving as bases for the every day struggle and for training the advanced crowd of labor in managing industry."

"The I. W. W. should take the initiative in trying to establish a basis for uniting all unions having a class conscious revolutionary character, such as the U. I. U., the One Big Union and independent unions of the I. W. W."

A copy of resolutions adopted by the I. W. W. at a convention last August providing for the appointment of committees to meet with the Communists Third International was included. The delegates were instructed to arrange a system with revolutionary working class organizations of foreign countries. It provided for close inter-relationship between the Communists and the I. W. W.

Appeal Issued From Amsterdam.
Mr. Palmer quoted from the Bulletin of the Communist Bureau in Amsterdam containing an appeal to the workers of Europe and America in part as follows:

"Hence the necessity arises for the working class to take into its own hands the management of production and distribution, in order to break the resistance of the bourgeoisie against expropriation, the abolition of profit."

"It is possible only when the proletariat first conquers the political power and establishes a dictatorship over society in order to break the resistance of the bourgeoisie against expropriation, the abolition of profit."

It appeals to the workers of all countries to follow the "glorious example of the Russian Soviet Republic."

The organization plan of the Communists, I. W. W. and other organizations which divided the United States into districts for the purpose of the present strike and those to come was also made public, as was an editorial from Communist labor organization attacking the Attorney-General as "the chief policeman" of the capitalist class of the United States. The editorial added:

"The day must find us prepared. The revolutionary power of the workers when set in motion by the elementary forces of economic evolution must find a guide in the well developed Communist movement, which consciously and knowingly leads the revolution along the path to Communism."

"The raids of Head Policeman Palmer have shaken the foundation of our organization but have not disrupted it. We found anew a more solid foundation upon which we will build with your help."

Labor Board Summoned.
Immediately following the Cabinet meeting President Wilson telegraphed members of the Labor Board to come to Washington. It is expected they will be duly confirmed and invested with power when they reach here.

All the available data on the situation will be given the board, which will be asked to consider wage relief for the railroad workers immediately. Mr. Palmer and Secretary of Labor Wilson probably will meet with the board at its initial session.

Despite the desire to establish without delay the Labor Board machinery that it may deal with some of the underlying causes of the present situation, the Senate spent nearly two hours in executive session to-day considering the President's nominees and failed to confirm them. A frank exchange of views in the privacy of the closed session developed that Senators were not all pleased with the President's selections and action was postponed pending further inquiry as to those named.

It was evident to-day that the Cabinet is in full agreement in regard to the measures necessary to meet the situation. The session was a comparatively short one of an hour and twenty minutes. It was held in the President's library, the President warmly greeting his advisers as they were ushered in. He remained seated at his desk all the while, but members were a unit in comment that he looked well.

A significant change in the Department of Labor policy of dealing with the cases of radicals arrested on deportation warrants

is probable as a result of the strike denouement and apparent agreement as to policy. The Labor and Justice departments have been in conflict in this regard, and thousands arrested as radicals and members of the Communist party were released by the Labor Department. The Department of Justice was somewhat at a loss as to the treatment of cases of radicals who are citizens of the United States. There is ample law, it is said, however, for reaching those who conspired to start the present near revolution.

Reason for Senate's Delay.

When the Senate went into executive session no specific objection was seriously urged against any particular members of the Railroad Labor Board. Their personal characters were presumed to be unobjectionable, and so far as Senators knew they might be excellent nominations. But the feeling was that the nine men were not well enough known to command the public confidence that such a board should possess at the outset. The charge was made repeatedly that it was an aggregation of hopeless mediocrities, in which no figure stood out with appeal to public confidence.

Senator Reed (Mo.) spoke at some length, protesting that President Wilson has given another demonstration of his characteristic inability to secure the right kind and calibre of men for important public service. He was tired, for himself, of elevating mediocrities in high places.

Objection was made especially to the nominees for membership in the public group. Senators pointed out that the representatives of labor could, of course, be counted on to stand and fight for their particular interest; the men appointed on behalf of railroad management would do the same; and the three appointed on behalf of the public would have to hold the balance. These three, therefore, ought to be particularly well equipped and to inspire the feeling that the public, which finally must pay the bill, will be efficiently looked after.

Senator New (Ind.) protested especially that, so far as anybody knew, there was nobody in the public group capable of speaking for and fighting for the great shipping and business interests of the country. Such a representation he considered extremely necessary.

The discussion ended in a general understanding that Senators should inform themselves as well as possible about the different nominees, and that another executive session will be held to-morrow, when confirmation will follow unless some new phase develops. The nomination of Mr. Hanger was especially criticized, his services on the Board of Mediation and Conciliation having failed to impress Senators that he was particularly qualified for the work of the present board.

STRIKERS' HOPE IS IN WILSON BOARD

Continued from First Page.
refused to comment upon the legal aspects of the call or the probability of arrests.

Station Island Still Suffers.

With the exception of the Baltimore and Ohio freight and passenger carriers on Staten Island, the other railroads not only held their own in passenger traffic but made some slight gains over Tuesday. Even the beleaguered Erie, Lackawanna and Jersey Central added trains to their erstwhile demoralized passenger schedules. The commutation trains, manned by indignant citizens, who appeared to be having the times of their lives, contributed largely to such gains.

However, while such measures of restoring traffic are highly interesting and indicative of the public's desire to get to and from work every day, the real railroad situation is little short of desperate because the freight situation continues moribund. Not until freight begins to move in large quantities can it be said that the strike is as the workers in the future. Such lists are to be sent to the railroad officials.

Here and there the bolters returned to work, but not in encouraging numbers. On the other hand, 200 freight houses and yard clerks quit the New York Central during the day. This would be serious were not those positions almost immediately filled from the lists of applicants for clerks. Mr. Mantell said the supply of clerks so far exceeded any possible demand that the strike of the clerks was not impressive. The vacancies will be filled before to-night.

For the first time since the walkout began freight was moved in the Mont

Haven yards of the New York Central, and several of motor trucks carried it to the various destinations. The New Haven's Harlem River and Old Point yards began to show signs of resuming life. A number of the bolters were in the yards yesterday talking to officials of the road, and it was declared by the latter that a great many men were expected to return within the next forty-eight hours.

Defiant of the Strikers.

"We are going to resume business," said Mr. Mantell, "and we are not going to treat with the strikers until they cease to be strikers. The law compels the railroads to be law abiding. The men should ask no special privileges and they will get none."

The American Legion of all Hudson county, New Jersey, has decided to offer itself as a body to the railroads. T. M. Crowley, chairman of the county organization of the legion, has written to Mayor Hague of Jersey City saying that the legionnaires would not take sides in the matter further than to lend their aid in getting food to distributing points and doing whatever they could to prevent the public suffering because of the difference between the railroad managements and their employees.

The Long Island Railroad cheerfully reported that 200 of the Morris Park shomps and an encouraging number of the striking firemen and switchmen drifted back to work yesterday. Increased activity resulted. It is said that the Long Island is minus only twenty-five of its men at present. As a result Long Island's electric roads were doing a 100 per cent. business and the steam lines 50 per cent. of normal.

The Lehigh Valley management said that the employees of its Hazleton, Sayre and Wilkesbarre yards had voted to do the same; and the three appointed on behalf of the public would have to hold the balance. These three, therefore, ought to be particularly well equipped and to inspire the feeling that the public, which finally must pay the bill, will be efficiently looked after.

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council, then advocated that his associates declare against any further increase in wages. He said that they should agree to shut down their plants rather than surrender to another wage demand. A number of Mr. King's colleagues disagreed with him, contending that some workers were much underpaid. Frank M. Wick of the Westinghouse Lamp Company of Bloomfield, N. J., was prominent among the latter.

Brotherhood Chief's Warning.

C. E. Musser, general chairman of the Brotherhood of Railway Trainmen, has written to the strikers to permit that part of the head that lies above the mouth do a little more intensive work than it has thus far. The letter, which was read to the strikers yesterday at their daily meeting, said in the last paragraph:

"To those of you who have been in the service of the company for a great number of years, I advise you not to permit the agitator at this critical moment to influence your good judgment and induce you to leave your jobs, as after the agitator has carried out his purpose of disruption you perhaps may be without a job."

W. J. Welsh, general chairman of the Brotherhood of Railroad Trainmen, received the following telegram from the strikers' consideration from Mr. Welsh's chief, W. G. Lee, president of the brotherhood:

"Situation is clearing splendidly in West and central territory. Men are returning to work at many points. "Now that the Labor Board is appointed and will function immediately, loyal members of the brotherhood who have been carried off their feet by mob rule should realize the necessity of returning to work until the Labor Board can hand down a decision."

"There can be no compromise with insurgents and only one settlement can be hoped for, and that in accordance with law and other methods through authorized committees of established organizations."

Station Island Line Resumes.

Partial steam railway service was begun again yesterday morning at 7:28 on the Amboy division of the Staten Island Rapid Transit Railroad Company, when the first train left Tottenville for St. George. A two hour headway for

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mail trains was maintained throughout the day.
At daybreak more than 1,000 men employed in Staten Island shipyards gathered in the municipal ferry house at the Battery, where posters informed them that railway service on the island was suspended. Several of the shipyards, however, had provided trucks to convey the men from St. George to the yards. Those whose companies did not offer this service returned to their homes.
Municipal ferries were operated on a twenty minute headway up to 8 o'clock, when five boats were put on and the headway reduced to twelve minutes. The Lackawanna, Jersey Central and Erie ferries maintained excellent service.

To meet conditions caused by the tieup on Staten Island, Grover A. Whalen, Commissioner of the Department of Plant and Structures, permitted the parking of automobiles on the vehicle level of the ferry at St. George.

At a meeting of Brooklyn manufacturers yesterday, James S. Davis, president of the Brooklyn Chamber of Commerce, said that the direct result of the continuance of the strike would be the closing down of hundreds of industrial plants in Brooklyn, "thereby depriving thousands of workmen of their daily wage as well as inflicting a serious loss upon employers. In this serious situation the Brooklyn Chamber of Commerce reminds every right minded citizen of his plain duty and calls on each to do his utmost to bring to an end this reprehensible strike with its deplorable consequences."

Stationary Firemen Strike.

INDIANAPOLIS, April 14.—Fourteen members of the Stationary Firemen and Oilers Union went on strike in the Big Four car shops at Beach Grove to-day, asking for a 25 per cent. wage increase. Beach Grove is located a few miles southeast of Indianapolis.

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